



# County of San Diego

JOHN L. SNYDER  
DIRECTOR

## DEPARTMENT OF PUBLIC WORKS

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July 19, 2004

Mark McClardy  
Manager, Airports Division AWP-600  
Federal Aviation Administration  
Western-Pacific Region  
15000 Aviation Blvd., Room 3024  
Lawndale, CA 90261

Dear Mr. McClardy:

### RESPONSE TO VEHICLE/PEDESTRIAN DEVIATION INCIDENTS LETTER

This correspondence is written in response to your May 19, 2004 Vehicle/Pedestrian Deviation (V/PD) incidents letter. Recommendations you have given are noted below in bold and are followed by Airports response.

**Reduce the number of perimeter gate locations that provide access to aircraft movement areas. Assure each gate is under positive control at all times.**

County Airports has reviewed perimeter gate locations at Gillespie Field and provides the following information. There are 21 (total) drive-through perimeter gates at Gillespie Field; most lessees have either one or two gates. One lessee has four gates. The lessees need the gates for access due to deliveries from outside vendors such as FedEx or UPS. Any fewer gates would require that those vendors travel out to a taxiway or taxilane and may become a hazard to themselves or aircraft.

**Establish airport rules and regulation that include specific monetary penalties for airfield deviation or incursions.**

Airport Rules and Regulations are being developed in concert with our Policies and Procedures and Minimum Standards. It is Airports intention to establish Minimum Standards and Policy and Procedures as 'County Policy' and establish the Rules and Regulations and Rates and Charges as 'County Ordinance'. The process to implement

these two types of documents is quite different and the latter (County Ordinance) requires a lengthy public hearing process.

Because these documents are inter-related, we will be forming them concurrently and as a result, will not be implementing any particular item until they are all completed. Due to the lengthy process to form and implement the new policies and ordinances, we expect complete implementation in mid 2005. In the meantime we will be adhering to all FAA standards as set forth in our grant assurances.

**Hold authorized users accountable for any civil code violation and penalties for surface deviation or incursions caused by guest vehicles or pedestrians.**

This request will become feasible when the revised Rules and Regulations are implemented.

**Post civil code notices at all airfield access points, stating the monetary penalty for unauthorized airfield deviations or incursions.**

This request will become feasible when the revised Rules and Regulations are implemented.

**Require tenants, personnel and vehicle operators to receive driver training and complete comprehensive written and driving examinations before obtaining unescorted movement area access.**

This request will become feasible when the revised Rules and Regulations are implemented.

**Establish a program for apprehending, counseling, and/or requiring remedial training or the issuance of a citation to persons causing V/PD's or incursions.**

This request will become feasible when the revised Rules and Regulations are implemented.

**Identify additional FAA standard movement area markings that can be installed to help control and/or limit vehicle and pedestrian access to movement areas.**

Airports will install standard, yellow non-movement area markings at Gillespie Field and Ramona Airport. Due to distance requirements, this is not feasible at the Fallbrook Airpark.

Mark McClardy  
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In addition to enhanced markings, Airports has completed the following:

Airports has installed signage at various locations (map attached) at Gillespie Field and has scheduled the same signage to be installed at Fallbrook Community Airpark. Attached is a photo of the signage that clearly prohibits vehicles and pedestrians from crossing taxiway Alpha, Bravo and runway 17/35 at Gillespie and will be installed at Fallbrook. Also, please find a photo of the signage located at all taxiway entrances at Ramona Airport.

It is our understanding that the V/PD signage at Gillespie is not standard. We will be requesting a Modification of Standards for this signage by July 22, 2004.

Airports has created and distributed a flyer at Gillespie Field designed to create more V/PD awareness (flyer is attached).

If you have any questions or require additional information, please contact Principal Airport Manager, Sherry Miller at (619) 956-4837.

Very truly yours,

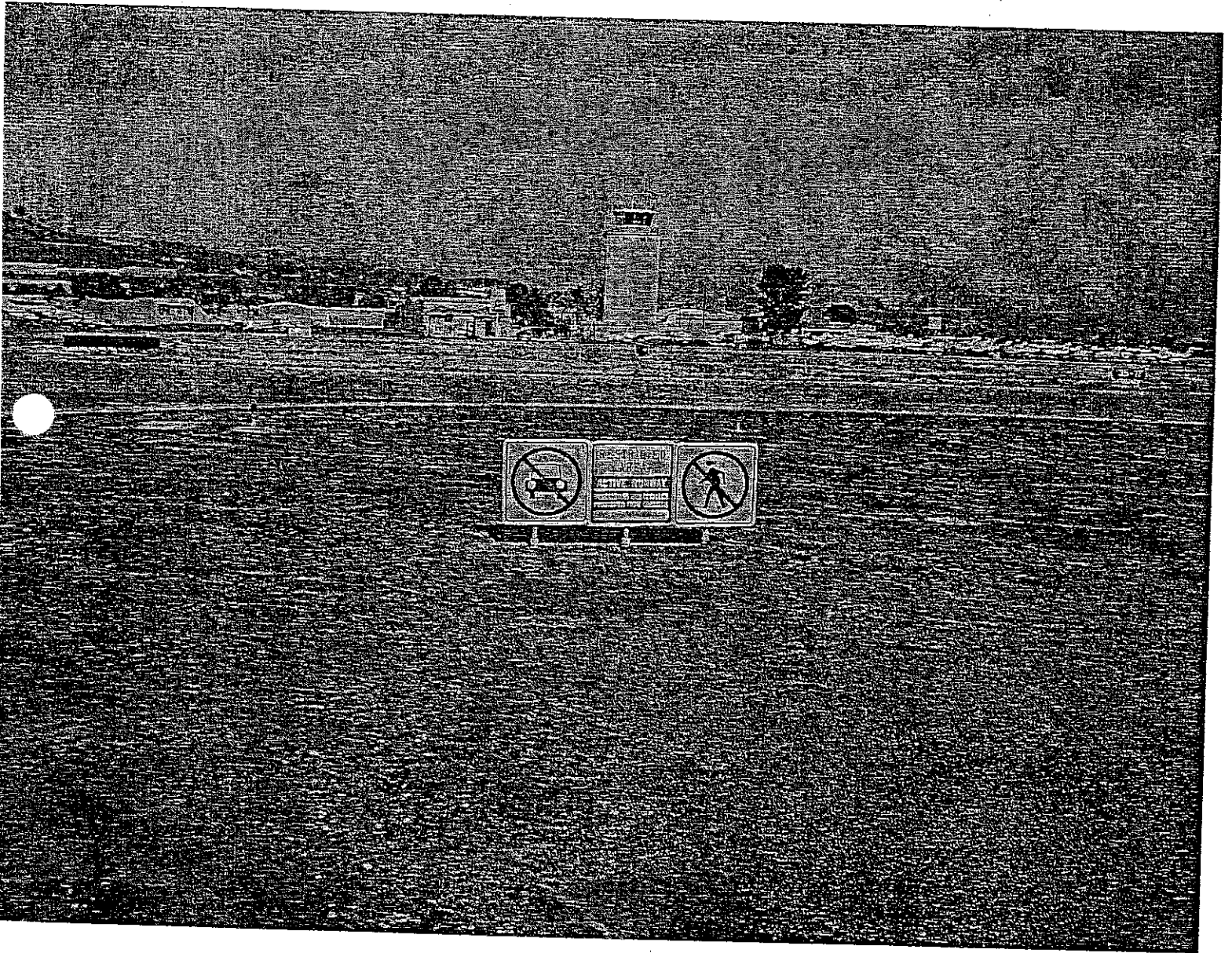
  
PETER DRINKWATER  
Director of Airports

PD:SM:jk

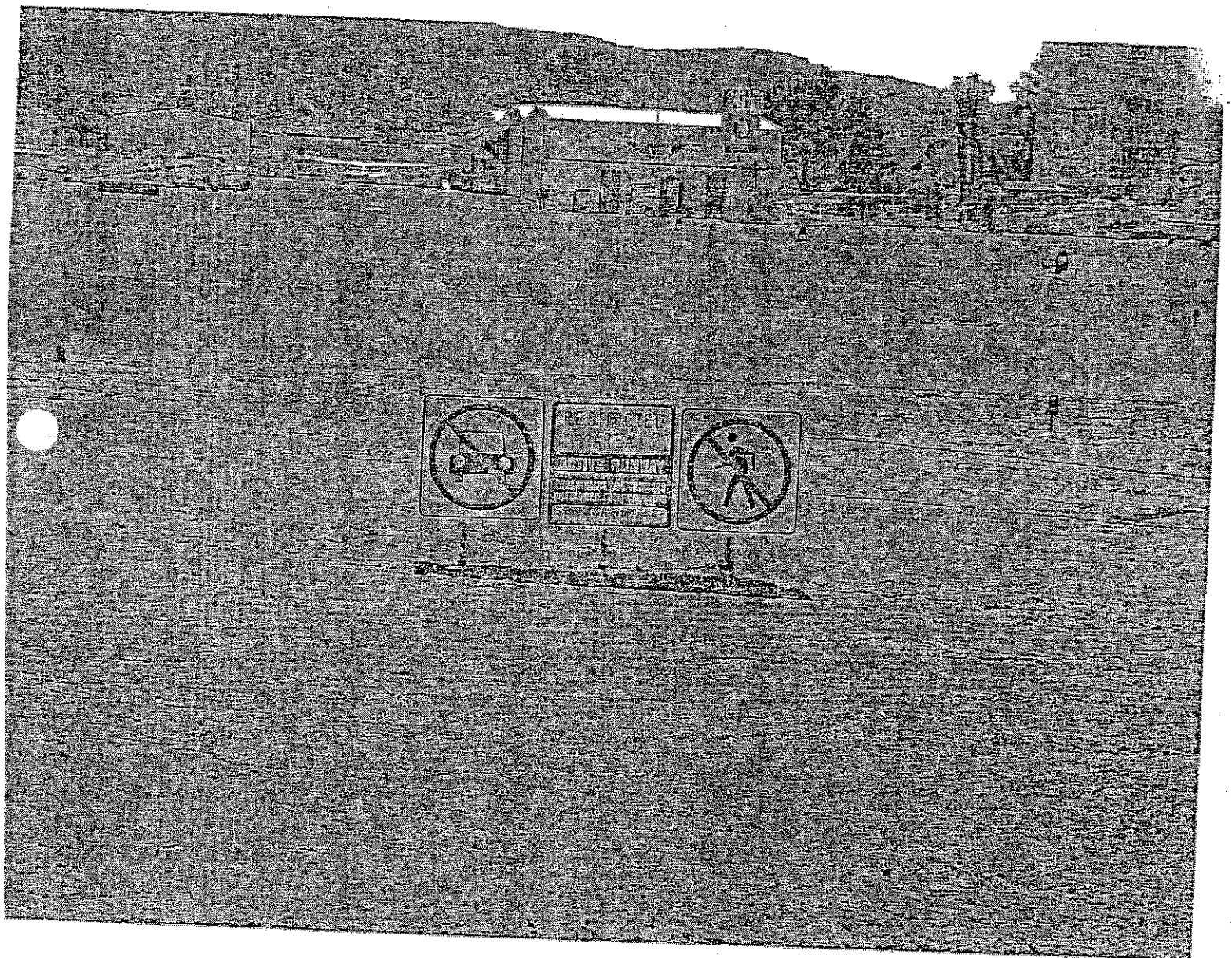
Attachments

cc: w/attachments: Larry Watt (0334); Tom Bosworth (A12), Tony Garcia, FAA, AWP-620.1; John Milligan, FAA, AWP-621; File (2)

# GILLESPIE FIELD

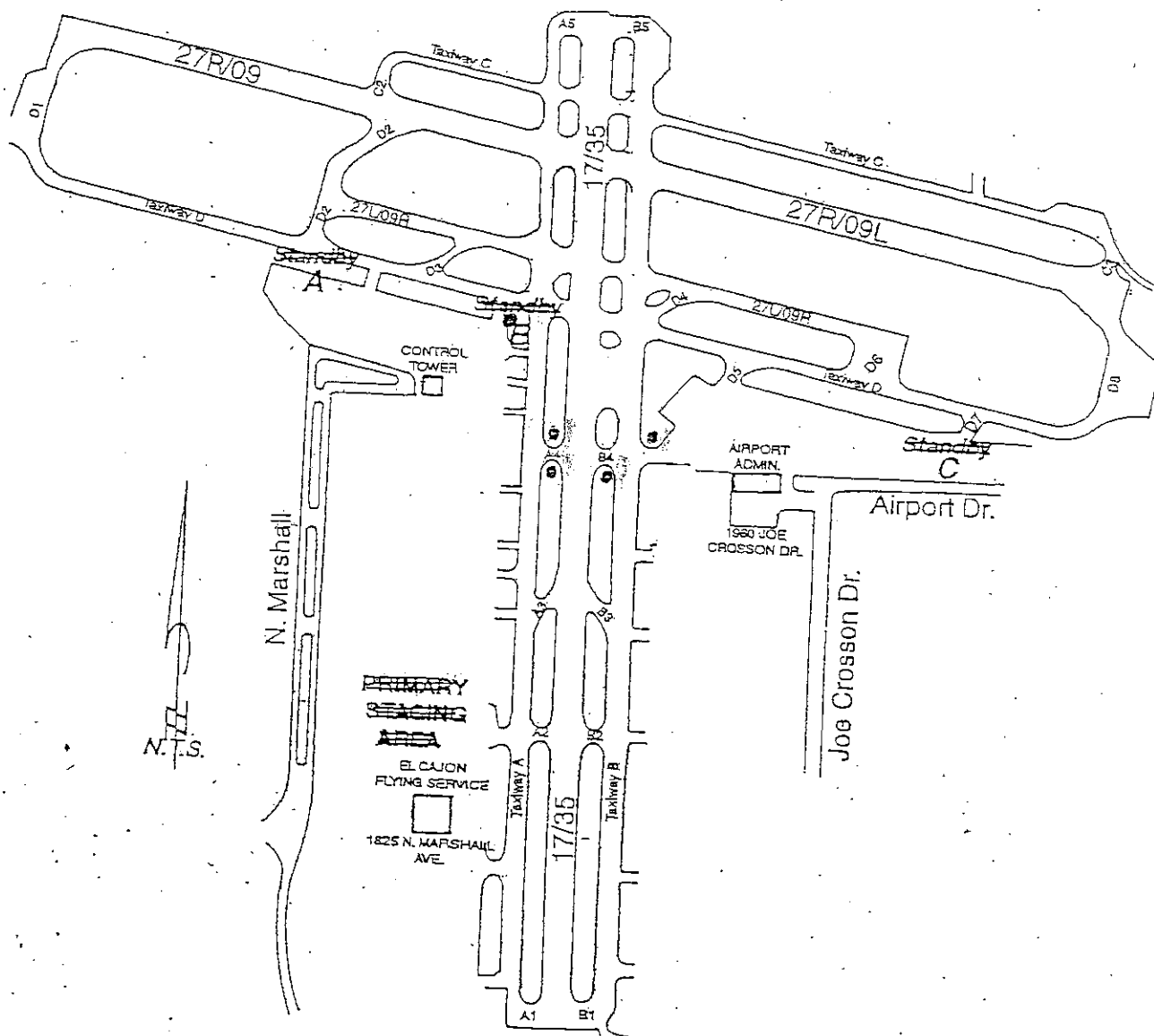


# GILLESPIE FIELD



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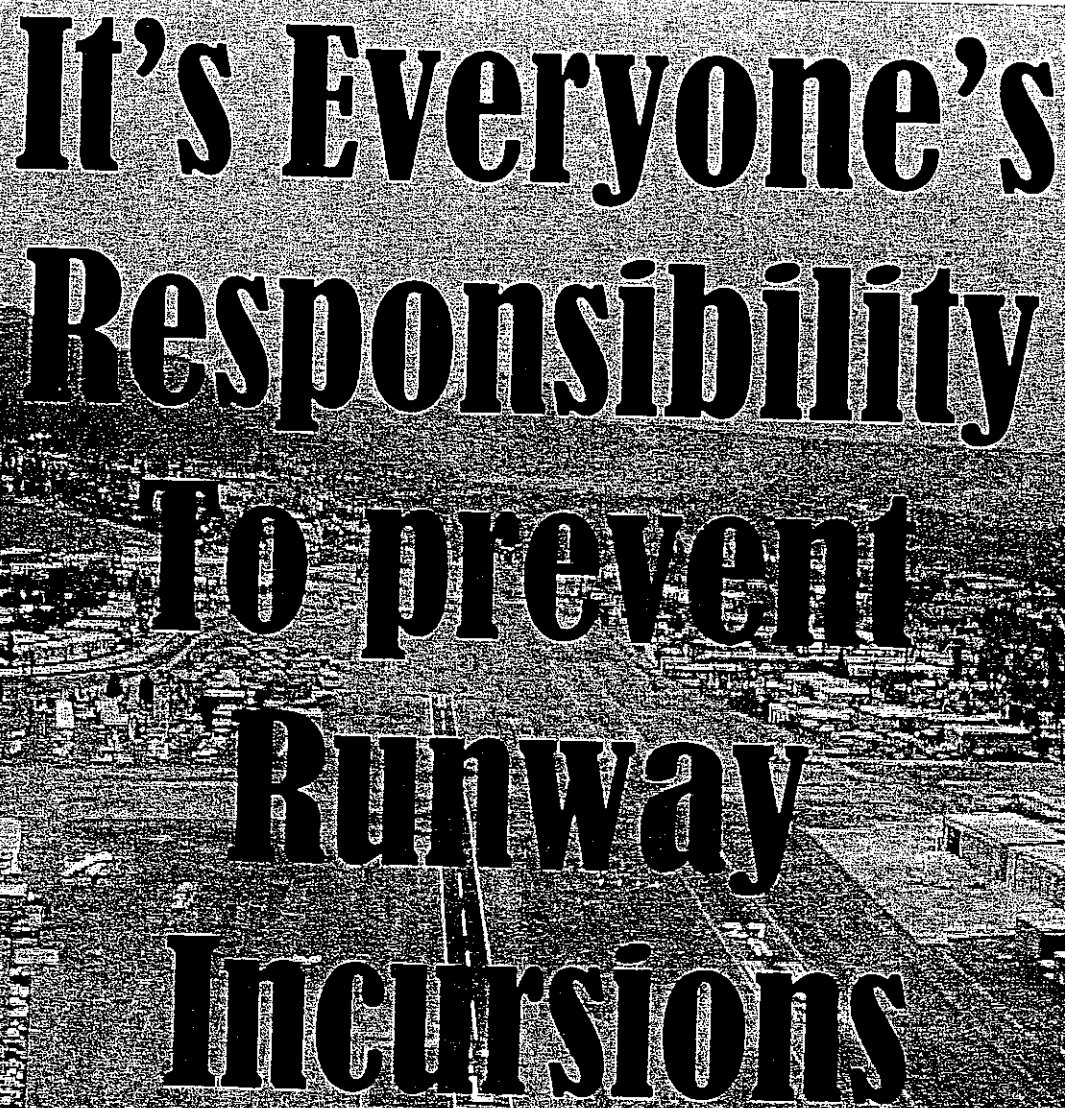
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• = Runway Incursion Prevention Signs (set of 3)



GILLESPIE FIELD

An aerial, black and white photograph of Gillespie Field. The runway and taxiway are visible, with various markings and numbers. The surrounding area includes some buildings and vegetation. The text is overlaid on this image.

# **It's Everyone's Responsibility To prevent Runway Incursions**

**Do you know what a Runway Incursion is?**

**Please help make our airport safe!!!**

**Airport Operations -956-4810**

# RAMONA AIRPORT

